

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

October 22, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Michael LeVault, Youngtown, Chair	Mayor Thomas Schoaf, Litchfield Park
Mayor W. J. "Jim" Lane, Scottsdale, Vice Chair	* Mayor Christian Price, City of Maricopa
Vice Mayor Robin Barker, Apache Junction	* Supervisor Steve Chucuri, Maricopa County
# Mayor Kenneth Weise, Avondale	* Mayor John Giles, Mesa
Mayor Jackie Meck, Buckeye	* Mayor Scott LeMarr, Paradise Valley
* Councilmember Mike Farrar, Carefree	# Mayor Bob Barrett, Peoria
* Councilmember Reginald Monachino, Cave Creek	Mayor Greg Stanton, Phoenix
# Mayor Jay Tibshraeny, Chandler	Supervisor Todd House, Pinal County
Mayor Lana Mook, El Mirage	# Vice Mayor Jeff Brown for Mayor Gail Barney, Queen Creek
* Mayor Tom Rankin, Florence	* President Diane Enos, Salt River Pima-Maricopa Indian Community
* President Ruben Balderas, Fort McDowell Yavapai Nation	Mayor Sharon Wolcott, Surprise
Mayor Linda Kavanagh, Fountain Hills	Mayor Mark Mitchell, Tempe
* Mayor Steven Holt, Gila Bend	* Mayor Adolfo Gamez, Tolleson
* Governor Gregory Mendoza, Gila River Indian Community	Mayor John Cook, Wickenburg
Mayor John Lewis, Gilbert	Mr. Roc Arnett, Citizens Transportation Oversight Committee
Mayor Jerry Weiers, Glendale	* Mr. Joseph La Rue, State Transportation Board
Mayor Georgia Lord, Goodyear	Mr. Jack Sellers, State Transportation Board
* Mayor Rebecca Jimenez, Guadalupe	

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Chair Michael LeVault at 11:32 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Jay Tibshraeny, Mayor Bob Barrett, Mayor Kenneth Weise, and Vice Mayor Jeff Brown as proxy for Mayor Gail Barney joined the meeting by teleconference.

Chair LeVault noted that for agenda item #9, the brief filed by the Arizona Center for Law in the Public Interest, was at each place.

Chair LeVault noted that hearing assisted devices were available from MAG staff. Chair LeVault requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item, or a yellow public comment card for Consent Agenda items or items on the agenda for action. Transit tickets for those who purchased a transit ticket to attend the meeting and parking validation were available from staff.

3. Call to the Audience

Chair LeVault noted that the Call to the Audience provides an opportunity to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair LeVault recognized public comment from Ms. Dianne Barker, who stated that she had traveled to the meeting on her folding bike, and on her way, two of three crosswalks were blocked by cars preparing for turns. She stated that more respect for human beings is needed. Ms. Barker expressed her support for multimodal transportation, and expressed that she felt that MAG could do more to promote it. She spoke about the fairness of providing transit ticket reimbursements when parking validation is offered. Ms. Barker stated that she would like to know more about the work and cost of MAG's Washington legal counsel. She stated that the trip reduction plan she got from Maricopa County says that 85 percent of staff should be on flex time from October to April, but less than one-third is involved and there are no incentive prizes. Chair LeVault thanked Ms. Barker for her comments.

Chair LeVault recognized public comment from Mr. Pat Vint, who stated that he turned 84 years of age on October 4 and that he was disgusted. He said that Mayor Stanton was not present and he said that he thought it was the responsibility of the mayors to give him a warning that he has to have his (expletive) kicked. Chair LeVault asked Mr. Vint to refrain from personal attacks. Mr. Vint stated that is what he did to him and he felt he had freedom of speech to express what he wanted. He reported that Phoenix has wiped out his name somehow and Phoenix staff members no longer receive his emails. The worst of all is Ed Zuercher. Mr. Vint spoke of Proposition 487. He said that the problem was created by Frank Fairbanks and David Cavazos, who both received raises and then quit. Mr. Vint stated that they spiked their pensions and receive millions of dollars in pensions. He stated that Ed Zuercher is covering

up for those two undesirables. Mr. Vint stated that Frank Fairbanks referred to him as the devil. He said he would be the devil alright if he got the opportunity and he got in trouble because he threatened the tall (expletive) at the City of Phoenix who said he would see him in court if he did not do what the (expletive) he said. Mr. Vint stated that this gets back to dustproofing and he hoped MAG would do something. He noted that Mayor Stanton was present. Mr. Vint requested a meeting and he did not give a (expletive) where. He thanked the Regional Council for allowing him to speak. Chair LeVault thanked Mr. Vint for his comments.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith reported that MAG hosted a press conference on October 7, 2014, in commemoration of October as Domestic Violence Awareness Month. He noted that speakers at the event included Maricopa County Attorney Bill Montgomery, Vice Mayor Robin Barker (Vice Chair of the MAG Regional Domestic Violence Council), and Regional Council Chair Mayor Michael LeVault, among others. Mr. Smith expressed his appreciation to everyone for supporting this effort.

Mr. Smith stated that Regional Council members are invited to attend the press conference on October 29, 2014, where the Arizona Department of Transportation (ADOT), the Department of Public Safety (DPS), the Federal Highway Administration and MAG will announce the co-location of DPS officers at the ADOT Traffic Operations Center. He noted that the Management Committee and Regional Council took action on the co-location at their committee meetings.

Mr. Smith stated that ADOT is hosting the "As the World Trades" event on November 6, 2014, at the Sheraton Downtown Phoenix. He encouraged everyone to attend and stated that the registration fee is \$35.

Mr. Smith spoke of recent activities relevant to economic development to help this region be more globally competitive. He first displayed the graphic developed by Mr. Eric Anderson that showed revenue from the Proposition 400 half cent sales tax. He noted that the sales tax collection has still not returned to 2007 levels and a decade of growth was lost as a result of the recession. Mr. Smith noted that this graphic, combined with the map of house foreclosures, tells the story of the economic downturn in the Valley.

Mr. Smith displayed a graphic that showed Arizona's share of trade with Mexico remains static. He said that MAG has been working on building relationships with Mexico and Canada. Mr. Smith stated that a Roundtable Discussion with Rodolfo Gómez Acosta, Secretary of Finance for the State of Nuevo León, Mexico, took place October 10, 2014, at the MAG office. Mr. Smith explained that Nuevo León is a region with a population similar to the MAG region. He noted the east/west highway built by Mexico for the shipping of produce from Mexico to Texas, and he stated that there could be a similar opportunity for shipping through Nogales, Arizona.

Mr. Smith stated that the Arizona trade office in Mexico City opened October 7, 2014. He noted that partners included the Arizona Commerce Authority, the City of Phoenix, MAG, and others.

Mr. Smith stated that the reconstructed Mariposa port opened on October 15. He stated that a volume of more than 3,000 trucks per day is projected in January 2015. Mr. Smith reported that the improvements, which reflect a ten-year effort, were built with stimulus funds. Mr. Smith added that issues still exist, such as the interchange that needs to be built and the number of stoplights in the City of Nogales. He stated that a Resolution of Support was drafted by the area's planning agency will be on the MAG Management Committee agenda next month. Mr. Smith added that the interchange needs to be a priority and its construction cost is estimated at \$64 million. He noted that solutions could include legislation or creative financing, similar to that utilized by the City of Mesa. Mr. Smith added that he did not think there was sufficient bonding capacity in Santa Cruz County for this solution.

Mr. Roc Arnett asked for clarification of the approximately \$60 million to move transportation in the corridor north of the Mariposa port approximately two or three years ago. Mr. Smith noted that Mr. Arnett was correct and he added that action was taken by MAG to support the improvements.

Mr. Smith stated that the press conference of the official launch of the Building an International Economic Network (BIEN) website took place on October 21, 2014, at DIRT Environmental Solutions, a Canadian company that does business in Arizona and Mexico. He noted that the effort began when Mr. Smith saw a website promoting business in New York City. Mr. Smith stated that five MAG divisions worked on the development of BIEN. He noted that more than 500 businesses have registered on BIEN, which is available in English, Spanish, and French languages. He stated that the chairs of the Regional Council and Economic Development Committee attended the event and the publicity has resulted in a significant increase in registrations. Mr. Smith stated that the 500th company that registered on BIEN is a solar company in Mexico City.

Mr. Smith stated that Regional Council members are encouraged to go on the trip to meet dignitaries and business members in Hermosillo, Mexico, on November 10 and 11, 2014. The staff contact is Alana Chávez-Langdon.

Mr. Smith expressed his appreciation to the Regional Council for supporting these efforts to improve global competitiveness. He noted that recent news articles were at each place.

Mr. Smith stated that on December 31, 2014, the terms of two of the business members on the Transportation Policy Committee will expire. On October 2, 2014, a memorandum was sent to Regional Council members requesting names for the business representatives be submitted to MAG by October 31, 2014. One of the business members must represent construction interests, which is defined in state law as "a company whose primary function consists of building freeways, highways or major arterial streets." The other business member would represent regionwide business, which is defined in state law as "a company that provides goods or services throughout the county." Members serve six-year terms of office and members may be reappointed.

Mayor John Lewis expressed that he thought that with the amount of publicity received, the number of businesses registered on BIEN would only increase. He extended his compliments to MAG staff on BIEN.

Chair LeVault expressed his appreciation to staff for implementing BIEN and placing MAG in such a positive light.

Mayor Greg Stanton expressed his congratulations on the implementation and marketing efforts on BIEN that communicate the message to companies and the media that these programs are effective.

Mayor Sharon Wolcott expressed her appreciation to MAG for bringing together MAG with associates in Mexico. She said that this effort that started in Nogales has made a huge difference and provided the opportunity for her to create a partnership and friendship with a city across the border. Mayor Wolcott stated that Mayor Guzman recently spent most of one day looking at businesses in the City of Surprise that might have a connection to businesses in Nogales, Mexico. She stated that she and Mayor Guzman also visited the City of Glendale for opportunities to increase trade. Mayor Wolcott stated that the City of Surprise hosted its first-ever Fiesta Grande event, which was attended by 16,000 people. She mentioned that a group from the East Valley attended after hearing about the cultural exchange aspect of the event. Mayor Wolcott stated that Mayor Guzman brought their Ballet Folklórico and arts students. She reported that due to the 75-mile border card limit, problems were encountered getting the children across the border, and they finally arrived at 1:00am. Mayor Wolcott remarked that she thought it important for MAG to do something as a group about the border card zone, especially when you see how much visitors add to the state's economy. She expressed that she looked forward to having this item on future agendas to be more aggressive to make change. Mayor Wolcott thanked MAG and Alana Chavez-Langdon.

Mr. Smith stated that the majority of MAG's funding is transportation and one of the priorities of transportation reauthorization is working on the economy, and parts of that are freight and trade and developing relationships to advance these elements. Mr. Smith also noted that sales tax is also a significant source of funding in this region, including funding elements of the freeway system. He stated that transportation is also about generating wealth and a better way of life. He thanked Mayor Wolcott for holding her event.

5. Approval of Consent Agenda

Chair LeVault noted that agenda items #5A, #5B, #5C, #5D, #5E, and #5F were on the Consent Agenda.

Chair LeVault recognized public comment from Mr. Vint, who commented on agenda item #5E, Conformity Consultation. He said that no one will survive without air and the quality of life depends on who is overseeing the quality of the air. Mr. Vint expressed his wish that he lived somewhere other than Phoenix. He reported that John Rusinek could not attend the meeting today. Mr. Vint stated that he was aware that due to the City Charter, Mayor Stanton could not do anything about city staff except talk to the city manager. Mr. Vint stated that Frank Fairbanks and David Cavazos stepped on people. He remarked that the department heads are the worst. Mr. Vint stated that if an official hires a city manager, they have the responsibility to fire them also and to get someone who will do the job. Chair LeVault asked Mr. Vint to clarify how his comments pertained to agenda item #5E, Conformity Consultation. Mr. Vint stated that this was under air quality and he was speaking for John Rusinek. He stated that the city has created a disaster. Mr. Vint said that a certain sized rock is required so when

people drive on them they do not break and create dust. However, the city allowed the wrong-sized rocks on the driveway next to John Rusinek's house. Mr. Vint stated that grass/weeds have started to grow through the rock but you cannot drive on them until they are six inches tall. He stated that there is something radically wrong and he was sorry he was complaining. Mr. Vint stated that it seems like the City of Phoenix hates anyone who is in business. Chair LeVault thanked Mr. Vint for his comments.

Chair LeVault asked members if they had questions or requests to hear a Consent Agenda item individually. None were noted.

Chair LeVault called for a motion to approve Consent Agenda items #5A, #5B, #5C, #5D, #5E, and #5F. Mayor Georgia Lord moved approval of the Consent Agenda. Mayor Mark Mitchell seconded, and the motion passed unanimously.

5A. Approval of the September 24, 2014, Meeting Minutes

The MAG Regional Council, by consent, approved the September 24, 2014, meeting minutes.

5B. MAG Bicycles Count Project - Final Report

The MAG Regional Council, by consent, accepted the MAG Bicycles Count Project Final Report. The FY 2013 MAG Unified Planning Work Program and Annual Budget, approved in May 2012 by the MAG Regional Council, included \$96,000 to develop a methodology and conduct a bicycle count in the region. The bicycle count data can be used in safety and air quality analyses, estimates of regional bicycle demand, local transportation planning, and federal funding project applications. The final report for the MAG Bicycles Count project was completed in June 2014. The report summarizes the results and analysis of the Fall 2013 bicycle data count collection effort that included 128 locations throughout the MAG region, and establishes a framework for future data collection in the region. The final report was recommended for acceptance on September 25, 2014, by the MAG Transportation Review Committee and on October 8, 2014, by the MAG Management Committee. The full report can be accessed here: <http://www.azmag.gov/Committees/Committee.asp?CMSID=1044>.

5C. Pedestrian and Bicycle Facilities Design Assistance Program

The MAG Regional Council, by consent, approved the following projects for MAG Design Assistance for the Pedestrian and Bicycle Facilities Program: Tempe: Alameda Drive Bicycle and Pedestrian Facilities Improvements Project for \$75,000; Mesa: Dobson Road Complete Street - US-60 to Broadway Road for \$75,000; Fort McDowell Yavapai Nation: Fort McDowell Multi-use Pathway Connector for \$75,000; Surprise: Grand Avenue Sidewalk Gap Improvement Project for \$36,000; and Peoria: New River Multi-use Path Access at Deer Valley Road for \$39,000. The FY 2015 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2014, includes \$300,000 for the MAG Design Assistance for Bicycle and Pedestrian Facilities Program. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project. At the July 15, 2014, and August 19, 2014, meetings, the Bicycle and Pedestrian Committee reviewed and ranked applications, and voted to recommend the five

top ranked projects for approval. The five top ranked projects for the Design Assistance Program were recommended for funding on September 25, 2014, by the MAG Transportation Review Committee and on October 8, 2014, by the MAG Management Committee.

5D. Project Changes - Amendment and Administrative Modification to the FY 2014 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and to the 2035 Regional Transportation Plan

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, FY 2015 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP), approved by the MAG Regional Council on January 29, 2014, have been modified five times. The FY 2015 Arterial Life Cycle Program, approved by the MAG Regional Council on June 25, 2014, has been modified one time. Additional project changes are needed. Tables A and B contain a list of changes to the Arterial Life Cycle Program; the changes are minor in nature and do not impact the fiscal balance of the program. Table C includes changes to the transit program. These changes incorporate Job Access and Reverse Commute projects based on the priority ranking that was approved by the MAG Regional Council on August 27, 2014. Table D contains a material cost change and additional changes to the freeway program requested by the Arizona Department of Transportation (ADOT), non-Arterial Life Cycle Program project changes requested by member agencies, and general clerical corrections. The detailed listing to fund the cost of the Department of Public Safety officers in the ADOT Traffic Operations Center for three years is included as part of this table. The project changes were recommended for approval on September 25, 2014, by the MAG Transportation Review Committee and on October 8, 2014, by the MAG Management Committee.

5E. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program and Job Access and Reverse Commute projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

5F. MAG FY 2016 PSAP Annual Element/Funding Request and FY 2016-2020 Equipment Program

The MAG Regional Council, by consent, approved the MAG FY 2016 PSAP Annual Element/Funding Request and FY 2016-2020 Equipment Program. Each year, the MAG Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and enables MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services

Revolving Fund. The Emergency Telecommunications Services Revolving Fund is funded by the monthly 9-1-1 excise tax on wireline and wireless telephones. The 9-1-1 excise tax is currently 20 cents per month, which is the lowest monthly 9-1-1 collection in the United States. The State 9-1-1 Office has determined that sufficient revenue will be collected to allow for continued network and equipment maintenance services, but no capital expenditures to replace aging 9-1-1 equipment will be funded until near the end of the fiscal year when budget overages are determined. The State 9-1-1 Office has indicated the 9-1-1 funds will not cover reimbursements for logging recorders, additional 9-1-1 call taking positions, and funding new PSAPs. The MAG FY 2016 PSAP Annual Element/Funding Request and FY 2016-2020 Equipment Program were recommended for approval on July 10, 2014, by the MAG PSAP Managers, on September 22, 2014, by the MAG 9-1-1 Oversight Team, and on October 8, 2014, by the MAG Management Committee.

6. Service Contract for 9-1-1

Nathan Pryor, MAG staff, stated that the Arizona Department of Administration is proposing a Managed Services model for 9-1-1 services and equipment for a bundled monthly fee. He first gave a background on the region's 9-1-1 system. Calls to 9-1-1 in the MAG region are answered at the Public Safety Answering Points (PSAPs) located in the cities, towns, county, and tribal communities. Mr. Pryor explained that the Maricopa Region 9-1-1 system contracts with the City of Phoenix to administer the system.

Mr. Pryor said that two 9-1-1 committees at MAG, the PSAP Managers Group and the Oversight Team, consult on the system's needs and on issues relevant to the region's 9-1-1 system. Mr. Pryor stated that annually, the MAG Regional Council approves a budget that is submitted for funding to the Arizona Department of Administration. He noted that the Regional Council approved the FY 2016 budget under agenda item 5F on today's agenda.

Mr. Pryor stated that Arizona State Representative Bob Robson spoke at the October Management Committee meeting. He stated that Representative Robson has been a champion to the 9-1-1 system to limit sweeps of the 9-1-1 fund. During his address, Representative Robson suggested there could be an opportunity at this legislative session to have a working group look the Managed Services proposal and the overall status of the 9-1-1 system.

Liz Graeber, Maricopa Region 9-1-1 Administrator, Phoenix Fire Department, continued the presentation. Ms. Graeber stated that the Maricopa Region 9-1-1 team oversees the budget, maintains the 9-1-1 centers in the region, installs equipment, and acts as the liaison between the State 9-1-1 Office and member agencies.

Ms. Graeber stated that in August 2014, the State 9-1-1 Office called a meeting of the state's 9-1-1 administrators and at the meeting proposed the Managed Services model for the state's 9-1-1 systems to provide 9-1-1 services bundled into one flat monthly fee of \$2,000 per 9-1-1 call taking station. She noted that there are 329 call taking stations in Maricopa Region 9-1-1. Ms. Graeber reported that the proposed Managed Services model includes equipment, 24-hour maintenance, and 9-1-1 network service provided by CenturyLink.

Ms. Graeber stated that a 20-cent tax for 9-1-1 is collected monthly for wireless/wireline telephone lines and Voice Over IP, and .05 percent of sales of prepaid wireless phones. These are the funds that support the 9-1-1 system statewide. Ms. Graeber stated that this is the lowest amount collected in the entire United States. She stated that annual collections have remained flat since 2012. She noted that approximately \$16.5 million was collected in FY 2013 and the collection projected for FY 2015 is approximately \$18.5 million. Ms. Graeber remarked that this is just enough to fund the network costs and some of the equipment that needs replacement, but not enough to operate a sophisticated system.

Ms. Graeber stated that two items have reduced the state 9-1-1 fund. First, a tax of 37 cents per line per month per activated wire, wireless, and Voice Over Internet Protocol (VoIP) line was collected in 2003, but this amount has decreased legislatively to the current rate of 20 cents per month. Ms. Graeber stated that at the time 37 cents was being collected, Phase II Wireless was being implemented, and the thinking was this would be the last technology change required by 9-1-1. Ms. Graeber stated that the second item of impact was the \$53 million being held for future 9-1-1 projects that were swept by the Legislature to balance the state general fund.

Ms. Graeber stated that advantages to a Managed Services model include having a consistent budget and no fluctuation for equipment purchases for the five-year proposed contract, allows the State to replace \$10 million in unsupported 9-1-1 equipment outside of Maricopa Region 9-1-1, proposes ongoing equipment replacement, and puts 9-1-1 centers on an IP-based backbone, which is needed to accommodate text-to-9-1-1 technology. Ms. Graeber added that text-to-9-1-1 will provide the ability to send text messages or photos to 9-1-1 and will allow connections with 9-1-1 centers across the nation.

Ms. Graeber then addressed concerns with the managed services proposal. She said that no competitive bid for Managed Services has taken place; the State 9-1-1 Office approached CenturyLink, and negotiated the terms, but will not be the entity to go into a contract with CenturyLink. Ms. Graeber stated that she would sign the service agreement with CenturyLink on behalf of Maricopa Region 9-1-1.

Ms. Graeber stated that there are security concerns with the network design. She explained that the FCC issued a report regarding an outage that occurred on April 9, 2014, when multiple states experienced an outage in their 9-1-1 service. Ms. Graeber noted that more than 4,000 9-1-1 calls in 81 call centers went unanswered. Ms. Graeber stated that the equipment being proposed by the state for the Managed Services contract is the same type of equipment that had the outage. Ms. Graeber added that some redesign of the equipment is needed before Maricopa Region 9-1-1 can consider utilizing it. She noted that overall, Maricopa Region 9-1-1 does not feel that the Managed Services proposal will meet the needs of the region's 9-1-1 system.

Mayor Mark Mitchell asked for clarification that Arizona Revised Statutes forbid sole sourcing a contract using taxpayer money. He added that his business recently underwent a bid process and he seemed to recall the sole sourcing specification. Ms. Graeber replied that she could not confirm what was in Arizona Revised Statutes, but it is a policy at Maricopa Region 9-1-1 that they always have a competitive bid. She added that CenturyLink does provide 9-1-1 service under the 9-1-1 Tariff, which was developed in the 1980s when 9-1-1 began. Ms. Graeber stated that the 9-1-1 Tariff is overseen by

the Arizona Corporation Commission for rate increases, but it is for a landline structure, and does not apply to the proposed Managed Services contract.

Mr. Dennis Smith stated that he worked on the implementation of the region's 9-1-1 system, when there was only one telephone company, but there are now many competitors and different technologies, such as the MAG Regional Community Network that connects the fiber network among cities.

Mayor Jim Lane referenced the first bullet that said, "No competitive bid has taken place." He asked for clarification if the statement was implying that something illegal had taken place, there was a sole source justification, or historically based on another system. Mayor Lane expressed his concern that the statement could imply that something illegal had been done. He added another concern that the last bullet says that the Managed Services proposal will not meet the needs of the region's 9-1-1 system.

Mayor Georgia Lord stated that going to bid is a requirement for every city and they are not allowed to award contracts without a bid.

Mayor Lane noted that there are criteria for sole sourcing. He stated that it has to be defined and someone would need to sign off. Mayor Lane added that his city council would need to look at the justification. He said he was just concerned that this was implying something illegal.

Mayor Lord asked for clarification that the state administers the entire 9-1-1 fund and if it would be subject to sweeps, and if so, she did not have much trust in the proposal. Ms. Graeber stated that the state does act as the collection point for the tax and makes distributions from the 9-1-1 fund.

Mayor Lane asked for clarification that this was a line item tax on telephone bills and not a fee for services. Ms. Graeber explained that each telephone line currently pays an excise tax for 9-1-1 and she added that it is not a managed services tax.

Ms. Graeber stated that the proposed Managed Services model will have negative impacts on member agency budgets. She explained that the costs of 9-1-1 equipment moves, changes, or additions are currently provided by the Maricopa Region 9-1-1 team at no cost to the agency, however, CenturyLink would charge for these tasks. Ms. Graeber stated that the proposed model does not include the annual charges that are anticipated when text-to-9-1-1 is implemented and these charges would need to be paid by the PSAP. Ms. Graeber stated that any shortages in the 9-1-1 fund would be divided up among all of the PSAPs in the state to pay the difference. Ms. Graeber reported that the cost for additional 9-1-1 answering equipment purchased by the PSAP would have to be paid by the PSAP.

Ms. Graeber stated that the MAG 9-1-1 Oversight Team and the MAG Management Committee were briefed on this new model and its impact to the region. The committees recommended conducting a study that will review current and future 9-1-1 needs to determine the impact of 9-1-1 funds sweeps on the region and review the 9-1-1 Managed Services proposal.

Chair LeVault asked if there were questions.

Mr. Smith stated that if approved, a Request for Qualifications would be issued. He stated that MAG would negotiate with a firm and the scope of work would be brought back to the MAG committees. He noted that this is an ongoing issue and it is time to bring on a professional consultant to determine the status and future direction of the region's 9-1-1 system. Mr. Smith stated that a consultant study done in 1978 helped them overcome obstacles with the telephone company to demonstrate that it was feasible that 9-1-1 could be implemented. He stated that the funds go through a state process and possibly there could be alternatives for delivery, such as MAG and Tucson receiving portions and the state takes care of the balance of the state. Mr. Smith stated that 9-1-1 gets very complicated very fast and a professional needs to study it.

Mayor Lane asked for clarification that the action being requested was to issue a Request for Qualifications and hire a consultant that would conduct a study to provide alternatives and information to potentially lobby the state for change. Mr. Smith replied that was correct.

Mayor Mitchell expressed his agreement with Mayor Lane. He noted that Mayor Lane mentioned sole source can be implemented if there are no competitive options. Mayor Mitchell stated that there used to be only one telephone company, but there are now multiple providers and per state statute should null and void any argument. Mayor Mitchell added that legal counsel should also be involved.

Mr. Smith noted that lines are already being leased from Cox Communications and CenturyLink, in addition to the MAG Regional Community Network lines, and this region is quite different from rural areas of Arizona. He asked Ms. Graeber for additional detail on the 9-1-1 equipment outage.

Ms. Graeber reported that on April 9, 2014, there was an outage of 9-1-1 service at 81 call centers in multiple states – among them was the entire state of Washington that was out for six hours. She stated that all of the centers feed into two data centers – one in Colorado and one in Florida – and the outage resulted from a glitch in their system. Ms. Graeber noted that this same two-center system that experienced the outage is the same system that is in the Managed Services proposal.

Mr. Smith stated that MAG will have legal counsel review this. He noted that in federal law cooperative purchasing can be utilized for procurement and staff will look into whether this type of purchasing had been implemented. Mr. Smith stated that the source of funding for the study could be paid from MAG cash reserves.

Chair LeVault recognized public comment from Mr. Vint, whom he requested to stay on topic. Mr. Vint stated that he had called 9-1-1 three times. One time he had a truck locked up for non-payment of rent and someone cut it loose and was driving it down the street when Mr. Vint arrived. He called 9-1-1 but they told him to not follow the thieves. Mr. Vint stated that the second time he called 9-1-1 was to report some illegals stealing from a yard behind his shopping center at 13th Street and Northern. He reported that two ladies in police uniforms showed up and he asked where were the police? Mr. Vint stated that a large male police officer showed up and asked him if he was in business and if so, to get his own protection because the police were there to protect the citizens. Mr. Vint stated that it is not going to do any good if nothing is hooked up on the other end of 9-1-1. He did not want to berate the police and Mr. Vint stated that he did not agree with parents who try to discipline their children by

telling them the police will get them if they do not behave. He expressed his support for canine partners and said that dogs have more brains than most people. Mr. Vint reported that he no longer has scorpions because of his cat. He commented that animals know their jobs more than people. Chair LeVault thanked Mr. Vint for his comments.

Mayor Sharon Wolcott moved to approve issuing a Request for Qualifications. Vice Mayor Robin Barker seconded, and the motion passed unanimously.

7. Outcome of the Central Phoenix Transportation Framework Study

Mr. Bob Hazlett stated that the Central Phoenix Transportation Framework Study is a multi-year project that looks at transportation inside of Loop 101. Mr. Hazlett stated that the project is complete and this update was to provide a report on the final outcomes and recommendations. He attributed the idea for the study was brought forward by Mr. Frank Fairbanks, former Phoenix City Manager.

Mr. Hazlett stated that MAG conducted a number of framework studies that informed the planning process and determine what is truly needed for the transportation system. He said that the information provides data for the MAG Regional Transportation Plan and member agencies in their planning.

Mr. Hazlett stated that the foundation of the Central Phoenix Transportation Framework Study started with a framework of more than 200 bicycle, pedestrian, arterial, freeway interchange, and transit projects. He said that they used an eight million population scenario to identify where there might be transportation issues. Mr. Hazlett stated that these projects were identified through numerous meetings of almost 1,000 people and two charrette workshops. Mr. Hazlett stated that all projects were catalogued and categorized using the six Housing and Urban Development/Environmental Protection Agency/Department of Transportation criteria.

Mr. Hazlett stated that further study was conducted in 12 subject areas. These subject areas were wrapped up into planning papers that represented the Central Phoenix Framework Study recommendations for informing member agency planning and the next generation Regional Transportation Plan. Mr. Hazlett then presented highlights of major recommendations.

Mr. Hazlett stated that one of the recommendations of the Central Phoenix Transportation Framework Study was to study an extension of State Route 30. He said that SR-30 originally was planned as the Interstate 10 Reliever Freeway in the West Valley through Avondale, Goodyear, and Buckeye, and extends for 12 miles from Loop 202/South Mountain to SR-85. Mr. Hazlett reported that during the planning process, it was identified that the parallel segment of Interstate 10/Papago Freeway between Loop 202 and the I-17 Stack would reach very unacceptable levels of congestion as early as the current outer year planning in the Regional Transportation Plan. Through the charrette process, and in meetings with the City of Phoenix, it was determined to test an extension of SR-30 for about five miles from Loop 202 to Interstate 17 at the Durango Curve, which relieved Interstate 10 considerably. Mr. Hazlett added that it also helps out Southwest Phoenix with economic growth by providing a better route between Downtown Phoenix and Sky Harbor International Airport.

Mr. Hazlett stated that the study explored 35 locations for Direct High Occupancy Vehicle (DHOV) ramps and interchanges to determine where there might be improved connections for transit and rideshare travelers to integrate with the freeway system. He said that 13 locations rose to the surface, including a potential location at Mountain View Road and Interstate 17, which is nearby MetroCenter and the light rail extension.

Mr. Hazlett stated that the study explored park-and-rides. He said that case studies of Best Practices were conducted for San Diego, Denver, and Seattle to define integration with freeway system and establish background for development and character of future DHOV ramps on the freeway system, including physical features, operational conditions, and benefits.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study looked at operations and maintenance on a regional basis and found we are behind. Mr. Hazlett described how Mr. Jack Letierre, the former New Jersey DOT Director, helped identify how catching things early can mean a lower bill later. He said that Mr. Letierre's observation was based upon his experience in New Jersey with a much older system and a considerable bill to pay to keep their transportation system in good order. Mr. Hazlett stated that the average cost for municipal street operations and maintenance is \$15,000 per lane-mile per year, and many times the maintenance cost exceeds the amount budgeted. He questioned if there should be a distinction to identify surface street improvements and maintenance that are of regional significance.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study also looked at arterial improvement strategies for just about all roadways on the mile grid to improve mobility on surface streets. He said that 66 railroad crossings were examined and nine locations were determined feasible for grade separation. Mr. Hazlett stated that the US-60/Grand Avenue COMPASS Study is addressing this corridor.

Mr. Hazlett displayed the Central Phoenix Transportation Framework Study brochure that was included in the agenda packet and said they are considering printing it in a larger format. He stated that the Central Phoenix Transportation Framework Study helped with a number of other projects: US-60/Grand Avenue COMPASS, 99th Avenue COMPASS, the MAG Managed Lanes Network Development Strategy, the I-10/I-17 Near Term Improvement Strategy, the I-10/I-17 Corridor Master Plan, and the Phoenix Inner Loop Microsimulation Model.

Mr. Hazlett stated that the Central Phoenix Transportation Framework Study shared data with the Sustainable Transportation and Land Use Integration Study, and launched a joint study between the City of Phoenix and MAG for examining connections in downtown Phoenix, which is the location of major events and venues, is the transit hub, and home to residents. Mr. Hazlett stated that an analysis identified a 20-year process to incorporate many of the Study's recommendations. He said that these recommendations include changing one-way traffic patterns and expanding bicycle and pedestrian facilities, modifications to 7th Avenue and 7th Street gateways, and converting Central Avenue to a transit/bicycle/pedestrian mall. Mr. Hazlett stated that the recommendations have been presented to the City Transportation and Infrastructure Committee, and have been through three rounds of public and stakeholder meetings.

Chair LeVault thanked Mr. Hazlett for his report and asked if there were questions.

Mayor Sharon Wolcott asked if the brochure would be produced in a larger format. Mr. Hazlett replied that they are currently working on producing a larger document.

Mayor Linda Kavanagh stated that she had heard about a road project to connect Fort McDowell to East Mesa via Power Road, and asked its status. Mr. Hazlett replied that he had also heard about this project and would provide her with information that could be forthcoming.

Chair LeVault stated that people complain about traffic here, but all it takes is one time driving in another region of similar size to MAG to see that MAG's transportation funds have been put to good use.

8. FY 2015 Regional Freeway and Highway Program Update

Mr. Bob Hazlett, MAG staff, provided an update on the Regional Freeway and Highway Program. He noted that the last update to the program was in May 2012, when the program was rebalanced. Mr. Hazlett reviewed the timeline of the Regional Freeway and Highway Program, beginning in 2003, when the Regional Transportation Plan was adopted, followed by passage of Proposition 400 by the voters in 2004. He stated that the Program began in January 2006, when collection of the half cent sales tax started.

Mr. Hazlett stated that the Regional Freeway and Highway Program originally was an \$8.1 billion program, but by 2007-2008, the Program cost inflated to approximately \$15.9 billion. He explained that this resulted in the first rebalancing in 2009, when the program was reduced approximately \$6.6 billion, to a fiscally balanced plan of \$9.4 billion, and the revenues matched the expenditures. Mr. Hazlett stated that this rebalancing included projects being delayed to a new Phase V. He noted that a second rebalancing was required in 2012 due to lower revenue projections. He added that the program was reduced about \$300 million to \$9.1 billion. Mr. Hazlett noted that one project, part of Loop 303 in Goodyear, which had been moved to Phase V, was brought back into the program due to development in the area. He stated that the Regional Freeway and Highway Program in 2014 is approximately 50 percent complete and total cost is approximately \$8.9 billion.

Mr. Hazlett reported on Regional Freeway and Highway Program projects that have been completed since 2006, which include SR-24 in April 2014 and the traffic interchange at Loop 303 and Interstate 10 in August 2014. He added that 13 new miles were added to the Loop 303 corridor. Mr. Hazlett pointed out the addition of high occupancy vehicle (HOV) lane miles, which makes the Regional Freeway and Highway Program HOV network the fourth largest in the United States. He also noted that the Regional Freeway and Highway Program includes the largest direct high occupancy vehicle (DHOV) network in the nation.

Mr. Hazlett reported that 375 general purpose lane miles (52 percent) out of a planned 720 miles have been completed. He said that 215 HOV lane miles (60 percent) out of a planned 360 miles have been completed. Mr. Hazlett stated that the total of new miles is 590, or 54 percent of 1,080 miles planned.

Mr. Hazlett then reported on the remaining Regional Freeway and Highway Program projects to 2026. He noted that projects under construction include the Loop 303 between US-60/Grand Avenue and Happy Valley Road and adding lanes to Loop 101 in Scottsdale and Loop 202 (between Loop 101 and Broadway Road) in Mesa. Mr. Hazlett stated that additional general purpose lanes are planned for Loop 101 between Interstate 17 and Shea Boulevard, and for US-60 to Loop 202/Santan.

Mr. Hazlett stated that planned improvements on US-60/Grand Avenue include intersection improvements at Bell Road, Thunderbird Road, and a grade separation in the City of Surprise. Mr. Hazlett stated that the project likely to be the largest in regional and ADOT history is the South Mountain Freeway. He noted that the final environmental impact statement for the Loop 202/South Mountain Freeway has been available for a 60-day public review since September 26, 2014, with the record of decision the end of 2014.

Mr. Hazlett indicated that planning work is underway for extending Loop 303 south of Interstate 10 to MC-85. He indicated that work continues with the City of Goodyear and ADOT to get the project moving as quickly as possible. Mr. Hazlett stated that a Near-Term Improvement Strategy on Interstate 10 and Interstate 17 (the Spine) has been identified to make improvements sooner than later by 2017. Mr. Hazlett stated that the Master Plan is underway and they anticipate approximately \$800 million in additional improvements will be identified by the end of 2016. He pointed an Interstate 10 widening project from the Pecos Stack to Riggs Road and a Loop 202 project adding HOV lanes, which will complete the HOV system on Loop 202. Mr. Hazlett stated that HOV lanes are included in the South Mountain Freeway plan.

Mr. Hazlett then addressed the status of the Program. Since 2006, a total of approximately \$3.6 billion of the \$8.9 billion program has been spent, but does not include approximately \$500-600 million from the Loop 303 project. Mr. Hazlett stated that the FY 2015 to 2019 MAG Transportation Improvement Plan possibly represents the most concentration of costs in the Program, due to the South Mountain Freeway and some near term improvements to Interstates 10 and 17.

Mr. Hazlett noted that program expenditures appear in line with the ADOT cost opinions and cash flow is working well. He said that the next five years represent the highest activity for the program, including the South Mountain Freeway and the near term improvements to Interstates 10 and 17, and likely will push the Program to the \$2.5-3 billion range.

Mr. Hazlett noted that a significant number of jobs will be associated with construction. Mr. Hazlett stated that a re-evaluation of the Program with ADOT is underway, with an October workshop for identifying additional cost savings and unspent revenue. He gave as an example, approximately \$60 million was returned to the corridor from unspent funds for rights-of-way on the Loop 303 project. Mr. Hazlett stated that MAG and ADOT identified opportunities for saving costs of approximately \$10 million on right-of-way. He expressed that he looked forward to the significant accomplishments that will take place over the next ten years. Mr. Hazlett noted that the next report is anticipated for January or February 2015.

Chair LeVault thanked Mr. Hazlett for his report and asked if there were questions.

Mr. Smith noted having great partnerships among MAG, the Federal Highway Administration, and the Arizona Department of Transportation, working with the consulting and contracting communities, is the reason these projects get done.

Mayor Linda Kavanagh asked about HOV lanes. She said that many times it seems the general purpose lanes are congested and the HOV lanes are hardly used. Mayor Kavanagh asked if plans to expand the HOV system were based on the hope that more people will use it, or are plans based on studies that say more people are using them and they are needed. Mr. Hazlett replied that he understood it was difficult to notice while sitting in traffic jams, but the HOV lanes are being well-used at a good speed. He noted that in some parts of the Valley they are referred to as “break-down,” which means they are as congested or more congested as general purpose lanes. Mr. Hazlett stated that expanding the program on the Red Mountain or Santan Freeways goes toward the goal of adding multimodal transportation opportunities. Mr. Hazlett added that based on traffic data, HOV lanes are highly used in the Valley.

Mayor John Cook asked when the trash and brush along Grand Avenue past Loop 303 would be collected. He remarked that even cleaning up along the median would be of some help. Mr. Hazlett replied that he would inform ADOT.

Mayor Wolcott suggested that she would like to discuss this in a meeting with Mayor Cook.

Chair LeVault indicated he would like to be involved in the meeting also.

9. Update on the Arizona Center for Law in the Public Interest Lawsuit on the MAG 2012 Five Percent Plan for PM-10

Ms. Lindy Bauer, MAG staff, reported that at the September 24, 2014, meeting, the Regional Council approved authorizing MAG’s Washington, D. C., legal counsel to file a motion for MAG to intervene on behalf of the respondent in the lawsuit filed by the Arizona Center for Law in the Public Interest to challenge the EPA approval of the MAG 2012 Five Percent Plan for PM-10.

Ms. Bauer stated that after the Regional Council meeting, MAG’s legal counsel had discussions with Maricopa County, who had indicated its interest in joining MAG in its motion to intervene. She said that the County Attorney’s office indicated its wish to file a joint motion with MAG to intervene, but would provide its own legal counsel and MAG would use its legal counsel, Crowell and Moring.

Ms. Bauer stated that MAG’s legal counsel is at the point of contacting the parties to the lawsuit to inform them that MAG is filing a motion to intervene jointly with Maricopa County and she added they are hoping the intervention will not be opposed. Ms. Bauer stated that the MAG attorneys will then file the joint motion to intervene.

Ms. Bauer stated that ADEQ has filed a motion to intervene and has indicated it will support MAG’s and Maricopa County’s motion to intervene. She stated that the brief filed by the Arizona Center for Law

in the Public Interest filed on October 16 was at each place. Ms. Bauer stated that the Arizona Center for Law in the Public Interest brief raises issues with exceptional events, the agricultural best management practices program, best available control measures, most stringent measures, and contingency measures. She stated that the brief also mentions Pinal and Pima counties. Ms. Bauer stated that MAG's legal counsel is currently reviewing the brief and will be advising MAG.

Chair LeVault thanked Ms. Bauer for her report. No questions from the Council were noted. Chair LeVault requested that Ms. Bauer keep the Regional Council updated.

10. Legislative Update

No report was required.

11. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting were requested.

Mayor Sharon Wolcott stated that she would like to discuss more proactive options for the border crossing card.

Mr. Smith stated that the champion of the effort to increase the border crossing card zone was former Avondale Mayor and current Maricopa County Supervisor Marie Lopez Rogers. He reported that Supervisor Rogers has been in contact with Homeland Security and MAG would like a meeting on this issue.

12. Comments from the Council

An opportunity was provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mayor John Lewis stated that it was wonderful to have two of Arizona's Cactus League teams in the World Series this year.

Mayor Jim Lane commented on the positive benefits for the region from good natured competition.

Mayor Wolcott stated that Kansas City might be a young team, but to be prepared.

Chair LeVault stated that the Town of Youngtown will celebrate its 60th anniversary on November 8, 2014. He said that right before a Regional Council meeting about three years ago, he was asked a front-page newspaper article about the Town's end. He said that he quoted Mark Twain at the meeting that the rumors of its demise were greatly exaggerated. Chair LeVault stated that the Town is now debt-free,

has almost one year of operating expenditures in the bank for a rainy day fund, and has shrunk the cost of government, but not the scope, by one-third.

Adjournment

There being no further business, the meeting adjourned at 1:00 p.m.

Chair

Secretary